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[31]

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hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press. Codes: A.B.C. 5th Ed.
Liber's

P.O. Box, 38. Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 14, DESVRES ROAD (C),
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 2nd April, 1903.

An exceedingly interesting and very valuable Report respecting the province of Kiangsi by Mr. W. J. CHENNEL, H.M.'s Consul at Kiukiang, was presented to both Houses of Parliament in February. In thirty-seven foolscap folio pages of type Mr. CHENNEL has dealt with the history of the province, its population (which he estimates at between ten and twelve millions) its large towns, central administration, finances, and its relations with foreigners. Under this last heading the Consul has much to say which shows how exceedingly jealous the Chinese authorities are of any effort on the part of the foreigner to extend his operations beyond the Treaty port. Mr. CHENNEL mentions, for instance, that in December, 1901, a complaint was addressed by the Provincial authorities to the Consular Body in which evangelistic work by native Christian priests was declared to be illegal and a breach of the Treaty, the Taotai being directed to obtain from the British Consul a list of all natives so engaged in connection with British Missionary Societies with a view to suppressing this form of activity throughout the province. This request, and the contention upon which it was founded, could not, of course, for a moment be entertained; but as Mr. CHENNEL goes on to point out, the authorities were on firmer ground in a protest which they raised last year against the establishment of branch agencies by non-Chinese firms at various points in the interior of Kiangsi. Their contention, and the Consul conceived it to be entirely borne out by the existing Treaties, was that no foreigner or foreign firm can establish a branch in the interior away from a Treaty port, saving the provision of the Japanese

Treaty of 1895 by which warehouses can be temporarily leased for the storage of the firm's goods. Mr. CHENNEL, by the way, draws attention to what we believe is a fact, that the word "temporarily" in this connection has never been authoritatively interpreted, and he makes the suggestion that it should be defined to mean "for a definite term," so as to include a lease of years. Where a foreign firm employs a native as agent, or correspondent, or salesman, or whatever he may be called, to do business in the interior, such a person is simply a Chinese trader and his shop a Chinese shop. He has no *locus standi* as the agent of a British firm. A Consul, Mr. CHENNEL says, is sometimes asked by British merchants to obtain for their Chinese representatives in the interior exemption from exactions, or other assistance, on the ground of the establishment concerned being an agency or branch of a British firm. He mentions a recent case from Hongkong in which he was able to secure the reduction of a shop tax because he was able to show that the sum demanded was excessive in proportion to the business done. "To have raised the question of agency would have been simply to invite the Chinese authorities to move me to call the firm to account for a breach of Treaty." Mr. CHENNEL also deals with the provisions of the Treaties regarding transit passes which he describes as a fertile breeding ground for contention, and makes some useful suggestions on the subject which have been largely adopted in Sir JAMES MACKAY's treaty. On the subject of the recovery of debts due to foreigners from Chinese in the interior, the Consul shows that this is not always to be accomplished with either promptitude or ease. "It is a country where the general standard of morality, as between merchant and merchant regarding commercial contracts is so singularly high as it is in China, the difficulty of enforcing them by legal process is extraordinary," he declares. There are occasional exceptions, of course, but the Consul says that unless the debt is covered by cargo on which the foreigner has a lien, or by something that can be used as security, the usual experience is that the claim is finally written off as a bad debt. The debtor absconds to some more or less inaccessible place in the interior, and then bribes the local magistrate sufficiently to make him refrain from taking any active steps, so that in the present inefficient and corrupt state of the Chinese Courts local action is almost nugatory.

Finally, Mr. CHENNEL, looking at the hopeless poverty, the universal backwardness and stagnation in the midst of almost unlimited natural wealth, where the application of foreign capital—anxiously seeking employment—would not only bring in return "beyond the dreams of avarice," but would introduce prosperity, plenty, activity, and all those elements of material progress of which the country is so pitifully in need, asks a question which has often been asked before: "Is it necessary that the foreigner, with all the 'generating' possibilities of Western civilisation, should be confined within the narrow limits of a Treaty port, or only allowed outside as the guest or visitor or paid employee of Chinese? Would it not be better to throw down all barriers and open all the interior to the residence and enterprise of all 'nations'?" Mr. CHENNEL answers the question, as we should answer it ourselves, by saying that under existing or any probable future conditions, the Treaty port system with a rigid distinction between the "port" and the "interior" is of the essence of our relation with the Chinese Empire and is not lightly to be tampered with.

We do not know whether there are many readers in the Philippine Islands who accept as gospel all that they see printed in bold, black type in the Manila papers. If there are they must be momentarily expecting news of another war by the Powers against China. Passengers who have come from Manila during the last few days, indeed, have been somewhat astonished to find their expectations in this respect disappointed. On looking through our Manila file we find several New York telegrams referring to the question. "The situation in China," says one of the 22nd inst., "has reached a point and it is only a matter of days when the Powers will again have to intervene to prevent further bloodshed." It is added that reports from Washington state that there have already been diplomatic exchanges on the subject and it is known that active preparations are already under way in the War Department. There is much more to the same effect. In China everybody knows this to be ridiculous. At the same time we cannot be blind to the fact that there is a great amount of unrest in the Northern as well as in the Southern provinces, and it would perhaps be unwise to ignore altogether the warnings that have recently been given of the ominous character of the signs of storm and tempest in the

TELEGRAMS.

REUTER'S SERVICE.

ADMIRAL DEWEY ON THE U.S.
NAVY.

AN UNPLEASANT FEELING IN BERLIN.

LONDON, 30th March.

Admiral Dewey at an interview declared that the U.S. Navy was the greatest in the world; he believed the German Navy to be greatly over-estimated, and that the recent American naval manoeuvres were an object lesson to the Kaiser.

On President Roosevelt inviting Admiral Dewey to the White House to explain his indiscretion, the Admiral declared he meant nothing offensive and was surprised that his off-handed remarks had been published. The utterances have caused an unpleasant feeling in Berlin, but no diplomatic incident is expected.

FUNERAL OF THE LATE GENERAL
SIR HECTOR MACDONALD.

LONDON, 30th March.

The late General Sir Hector MacDonald was quietly buried in Edinburgh this morning. The body was conveyed straight to the cemetery from the train.

"TIMES" NEWS BY MARCONI
TELEGRAPHY.

LONDON, 30th March.

The Times publishes two New York news telegrams of about 150 words in all transmitted by the Marconi system.

STRIKE IN MASSACHUSETTS.

LONDON, 30th March.

Seventeen thousand employees in Massachusetts' cotton mills ceased work yesterday in anticipation of a strike for higher wages.

FOOTBALL.

CHINA SQUADRON LEAGUE.

The *Albion* and the *Glory* meet at the Happy Valley to-day to play off their tie in the China Squadron League. The match, which commences at four o'clock, should be a good one and keenly contested.

FATAL ACCIDENT AT KOWLOON
DOCKS.

About half-past eight o'clock yesterday morning the body of James Goodwin, aged 42, chief steward of the American steamer *Hyades*, lying at the Kowloon Docks undergoing overhaul, was found floating in three feet of water at the bottom of No. 2 dock. On the body being recovered a terrible gash was seen on the forehead, and the face was much bruised. It is surmised that the unfortunate man fell into the dock whilst making for his ship, and was killed. The body was removed to the Government mortuary.

ROYAL HONGKONG YACHT CLUB.

There will be a race on Saturday next, April 4th, for two prizes kindly presented by Mr. E. W. Mitchell.

Course No. 1 S. Start 2 p.m.

Time limit, 6 p.m.

Handicap.

Dione	allow	
Verton		
Alannah	...	6 minutes.
Bonito	...	
Colleen	...	
Erica	...	10
Kathleen	...	
Min	...	
Iris	...	
Maid Marian	...	14
Doreen	...	
Chanticleer	...	16
Payne	...	20

The first prize to go to the leading boat and the second to the first boat of another class.

THE PLAGUE ROLL.

ONE EUROPEAN DEAD.

The year's plague cases now total 135 the number having been added to by ten which were reported yesterday. Of these, one was that of an Englishman on board the steamer *Hyades*, lying in Kowloon Dock, which proved fatal, according to the return furnished us by the Sanitary authorities.

The remaining nine cases were made up of one Indian and eight Chinese. Three of the bodies were found in the street, that of the Indian was taken from a house in Peel Street, and the others came from various districts in the City and the harbour.

The following Government Notification was published yesterday—Notice is hereby given that the Superintendent of Customs and the Doyen of the Consular Body have declared the Port of Hongkong to be infected. All vessels arriving therewith are to abide by and be governed by the revised Sanitary Regulations for the Ports of Shanghai and Woosung.

CORRESPONDENCE.

PHILANTHROPY UNLIMITED.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 1st April.

SIR.—The spirit of philanthropy is a great factor in Eastern life, and, although generally among Westerners has now become proverbial, it is interesting, not to say startling, to realise that even limited companies are becoming infected, and that moneys invested for the sordid purposes of gain are now being absorbed to assist our native friends to tide over the difficulties of household worries. At least so we are led to believe from the remarks of the Chairman at a recent meeting of Humphreys Estate and Finance Co. Ltd. He is reported to have said that the fire premiums now charged are equivalent to two months' gross rentals. That is to say a house worth \$30,000 secures for his Company less than \$10 a month rent. *Lucky Chinaman! Unlucky shareholders!* Yet I should like to know where these houses are to be found and would venture to suggest that the Chairman's arithmetic is no sounder than his arguments, and that unless the cobblers stick to his last, *Reserves* will probably become *Deficits*—an experience not altogether new in the history of limited companies who take upon their own shoulders the responsibilities of others. Yours, etc.

GENERAL.

ROBBERIES IN THE COLONY.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 1st April.

SIR.—With reference to the letter of Mr. Humphreys in your issue to-day, I would strongly endorse the suggestion to make it punishable for Chinese to stand by and see evil committed without raising a finger to catch the evildoer.

I was returning from West Point in a rickshaw lately and near Bonham Strand I observed a rickshaw policeman chasing a Chinese coolie over a lot of boulders and stones near where building operations are in progress. Dozens of Chinese stood by evidently enjoying the fun—but not one would render assistance. It was a very easy matter for me to stop my ricksha, take up a strategic position, and collar the coolie as he ran into my arms. But why should it not be legal to have taken into custody a half dozen of those who stood by laughing at the *Silk*, as he chased his man, and teach them their duty?

—Yours, etc., A. M.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 1st April.

SIR.—With reference to your leading article on the 31st March commenting upon the police returns, and especially the increase in the cases of robberies in which the thieves have not been arrested, and in further corroboration of the statements made in Mr. Henry Humphreys's letter published in your to-day's issue complaining about the alarming increase of burglaries and street robberies in the colony, permit me to state that my house No. 27, corner of Des Voeux Road and Douglas Street, has been twice visited by burglars during the last month, and five robberies have been committed in houses in the immediate neighbourhood without the culprits being brought to book in any single case. I have escaped uninjured in both the cases by sheer good luck, as on both occasions the doors of my office on the first floor of the premises were so securely closed that the noise made to force one of them open woke up one of my men sleeping in the office, but before he could open the door and rush out, the thief slipped down the rain water pipe, by which he had climbed up, and escaped. On the second occasion, the thief or thieves again climbed up the same rain water pipe in Douglas Street, and crossing the side verandah on to the stone verandah facing Des Voeux Road, entered the neighbouring house No. 35, occupied by Kwong Cheong, tailor, and walked away with a rich harvest in the shape of pieces of serge, damask, and Spanish stripes which had been hung on the verandah to dry. The aggregate value being about \$100. The foot prints of the thief or thieves could be clearly seen on the cemented floor of my verandah and also on the stone parapet, the night being wet and muddy. They were pointed out to a Chinese detective sergeant who came to investigate the matter.

A week later, the shop No. 39, immediately next to mine and occupied by Messrs. Ritchie & Co., was broken into and robbed, the daring members of this enterprising fraternity taking away with them jewellery, brass and iron ware, perfumery, and tobacco pipes of the approximate value of \$300. The house behind mine, No. 23, facing the Douglas wharf, was twice visited by thieves who are supposed to have climbed up the rain water pipe in Douglas Street, the occupiers' loss amounting to about \$100. To cap it all, the occupier of the house next to Messrs. Ritchie & Co. lost last week some silk clothes that were put out to dry, and so far as I am aware, the culprit or culprits in all these cases still remain at large, no doubt to ply their nefarious trade in other directions.

It is high time our police woke up to a sense of the duty they owe to the public, and concerted such drastic measures as will afford the law-abiding citizens proper protection against such raids.

I may further suggest that a lamp post be placed in the middle of Douglas Street which is at present enveloped in complete darkness, and which, as well as the lane at the back of our houses, affords a safe harbour of refuge to these undesirable visitors—I am sure.

D. S. DADY BURJOR.

HONGKONG COLONIAL CHURCH
COUNCIL.

An important meeting was held at St. Paul's College on Tuesday afternoon, at the invitation of the Bishop of Victoria, to consider the promotion and extension of the work of the Anglican Church in the Colony. The Bishop presided, and there were present also the Ven. Archdeacon Banister, Revs. E. J. Hardy, C.F. E. T. Johnson, F. T. Tidley, B. M. Wright, W. J. Sonnen, W. F. Knott, J. Barnett, and G. A. Buxbury, the Hon. H. May, C.M.G., and R. Murray Ramsey, E.N. Commodore, Robinson, Colonel Birdwood, Major Benson, A.P.D., and Messrs. Armstrong, Book, Boyer, Craig, Lindsey, Grant, Li Wu, Ching, Nichols, Plaey, Stringer, Tarrant and Wong Man-Loon. Dr. Atkinson sent a note of apology for absence.

After prayer and the election of a Secretary, the Bishop expressed his thanks to those present for their attendance there, and proceeded to explain the object of the meeting. There were in the Colony several congregations and centres of Church work—the Cathedral, the Navy, the Army, the Seaman's Mission (St. Peter's) and the Chinese Branch of the Anglican Church. These were independent in their executive and to some extent overshadowed each other. Owing to the long distances and the variety of language spoken in the Diocese it was at present impossible to hold a Diocesan Synod, but a Colonial Church Council, with powers of deliberation rather than executive, would be of considerable value in unifying the work of the Church generally. Such a council would not and could not affect the executive authorities of the various units; such as before would preserve its independence, but they would become united rather than remain as isolated units. The Bishop then gave instances where by means of a common body, the various units would be brought into closer and mutual association to catch the evil doers.

After considerable discussion, which showed a general unanimity as regards the principle of the scheme, and some divergence as regards details, the following resolutions were put to the meeting and carried unanimously.

1. That with a view to the promotion and extension of Church work in Hongkong, it is desirable that a Colonial Church Council should be formed which shall be representative of all sections of the Anglican Communion in the Colony, Naval, Military, and Civil, European and Chinese.

2. That the said Colonial Church Council shall consist of—

(a) The Bishop of Victoria, who shall be ex-officio Chairman.

(b) The Archdeacon of Hongkong, who shall be ex-officio Vice-Chairman.

(c) All clergymen who are working under due authority in the Colony.

THE "TIMES" AND SIR CYPRIAN BRIDGE.

The following article appears in the *Times* of February 19th—

Towards the close of last year a very instructive paper on "The Supply and Communications of a Fleet" was read at the Hongkong United Service Institution by Vice-Admiral Sir Cyprian Bridge, the present Commandant-in-Chief of the China Station. Although the paper is, in no sense, official, it may perhaps be regarded as the Commander-in-Chief's "apologia" for the advice he is known to have tendered to the Admiralty last year to the effect that Weihsien should no longer be organized as a secondary base for the supply of stores, ammunition, and coal to British warships in the northern waters of China. Sir Cyprian Bridge is entitled to speak on such a subject with the high authority which belongs to intimate local knowledge, to wide naval experience, and to a strategic insight and historic grasp which place him in the very front rank of living writers on the teachings of naval history and the principles of naval strategy. He was for several years Director of Naval Intelligence, an office which placed him at the head of what is, so far as it can be, with its present meagre organization, the thinking department of the Navy. He is a man of wide literary and professional culture, he writes with rare skill, and he has written largely, though mainly anonymously, on the broad naval issues and topics which the late Admiral Colombe was among the first to discuss in this country, and Captain Mahan has since made his own. We said of him, not long ago, that those who are privy to the authorship of writings too long anonymous would not hesitate to reveal Sir Cyprian Bridge among the few English writers who have seen naval history in the light now revealed to all the world by Captain Mahan. For a justification of this judgment we can now point to the masterly article on "Sea Power" contributed by Admiral Bridge to the supplement to the *Encyclopædia Britannica*. In view of credentials such as these, we need offer no apology for giving to the gallant Admiral's views on "The Supply and Communications of a Fleet" a wider publicity, and bespeaking for them a larger attention than was likely to be afforded by the proceedings of the Hongkong United Service Institution.

Taking a test approximately of the strength of the British Squadron now in Chinese waters, Sir Cyprian Bridge first estimates the amount of the supplies it requires to receive within a given period in time of peace, promising that the difference in the supply of a given naval force in war and in peace is principally that in the former the requirements of nearly everything except provisions will be greater; and consequently that the articles must be forwarded in larger quantities or at shorter intervals than in peace time. The figures obtained are not a little significant. The assumption is that the number of men to be supplied is about 10,000, that the number of days during which each ship is under way, and therefore burning coal, at a much more rapid rate than when she is stationary, is not, in time of peace, more than six or seven in the month, and that the quarterly expenditure of ammunition is constant. On this assumption it is found that the tonnage requirements of the squadron and its auxiliaries for a full six months' period would be about 75,000 without fresh water. As, however, the ships would have stayed with full store-rooms, holds, and bunkers, and may be expected to return to the principal base port of the station at the end of the period, stores for four-and-a-half months and coal to meet twenty weeks' consumption would be sufficient. These would be about 6,750 tons of stores and ammunition, and 46,000 tons of coal. This is "without fresh water," however, "a commodity which ships have never been able to do without, and which they need now in higher proportion than ever." Sir Cyprian Bridge computes that the requirements of the squadron would be little less than 30,000 tons in six months, of which the ships, without adding very inconveniently to their coal consumption, could discharge one-half, but the remaining 15,000 tons would have to be brought to them and another 1,000 tons would probably be wanted by the auxiliaries, making the full six months' demand up to 18,000 tons. Of course these totals would have to be very largely increased in time of war, the only constant amount being food and other cognac stores, while the normal supply of water might possibly be reduced at a pinch. As for coal, calculations founded on the experience of manœuvres show that in war time ships would require nearly three times the quantity used in peace. As for ammunition, "in case we are at war a single action might cause us to expend in a few hours as much as half a dozen quarterly peace allowances." The six months' peace allowance of "ordnance stores and ammunition" is put at 1,140 tons. Perhaps if we multiplied it by ten we should be below the mark for the requirements of war.

Now it stands to reason that this quantity of supplies cannot be kept permanently in store at a base, whether "secondary" or even principal. Coal deteriorates rapidly in store, and its quantity available for efficient steaming diminishes greatly through frequent handling and transfer. If any one doubts this deterioration it would be well for him to examine reports on coal and steam trials. He will be unusually fortunate if he finds so small a deterioration as 10 per cent. It follows inexorably that the coal must be supplied by a constant stream of maritime communication. The line of this communication must be defended at all hazards if the squadron is to operate at all in the waters adjacent to the base, and, this being so, it is not necessarily more difficult and might be much more convenient to defend an alternative line of communication leading direct to a "flying base,"

MISCELLANEOUS NOTES AND NEWS.

THE EGYPTIAN BRIDGE.

The remarkable progress which has been made in respect of the cleaning of cities during the last century may be understood when it is stated that a hundred years ago the cleaning staff of the city of Glasgow consisted of twelve policemen, who left their beats for four hours per week in order to sweep the streets. At the present time the staff number 1,350, and over 300 horses are employed, while last year the quantity of material dealt with was about 400,000 tons, giving a daily average of 1,250 tons.

THE AMERICAN LOVE OF TITLES.

Mrs. G. Cornwall West (Lady Randolph Churchill) contributes to the March number of the *Pall Mall Magazine*, a paper which will provoke considerable discussion at home and in America. "Americans," she says, "are often credited with loving titles. In a sense the criticism is true, but, only, inasmuch as, striving always to have the best of everything including society, they make the mistake of thinking that the aristocracy of a country must represent the most cultured and refined of its inhabitants. There are some who do not discriminate, and who are dazzled by a high-sounding title whatever the origin and whoever the bearer may be; but this is not an American monopoly."

A FIVE-YEAR OLD CHESS CHAMPION.

A wonderful story is related by the Vienna correspondent of the *Daily Mail*. It seems that five years ago Bernard Fuller, the apothecary of Stanislaw, a village in Galicia, became the father of a son. It was the father's wont to play chess daily at home with old friends, and as soon as the little boy, who had been christened Dolo, could walk he used to sit on his father's knee watching the game. At four little Dolo knew all the moves as well as his father, and one day he was allowed to play a game unassisted. The child played and lost, but in such a manner as to show that his infant brain had already grasped the rudiments of the game. Day by day Dolo improved, beating not only his father and his friends, but also veterans of the game from far and near, until the five-year-old child acknowledged the chess champion of the neighbourhood.

JEWISHS AS BUSINESS MEN.

Are Jews more successful than Gentiles in business? The general opinion is that they are. But Mr. Israel Zangwill, the well-known novelist, thinks otherwise. Asked his opinion as to the Jewish commercial position in Great Britain and throughout the world, he gives his reply in the *March Magazine of Commerce*, in the course of which he says: "If the truth be told, the commercial position of the Jews is at best no better than their social position, which is very bad indeed. The Jews, as a race, may be judged by the standard of a small successful minority. As well say that every American is a millionaire because Pierpont Morgan, Rockefeller, and Andrew Carnegie are American citizens. For many years the Jews gave the world some of its leading financiers. To-day the world's wealthiest men are Gentiles, though often been proved, as efforts of the imagination." Mr. Atkinson summed up his conclusions thus: "It is possible that the wealthier natives hold to some extent in gold, as there was a net import of Rs. 143,49,513 of that metal between 1883 and 1892, and it seems impossible that the whole of this could have been turned into ornaments. The estimate of silver hoards entered in the statements gives a total of 500 crores of rupees, and this probably represents the very maximum." As regards the hidden wealth of India before that period, we have only even vague conjectures. Mr. Clement Daniel, of the Bengal Civil Service, brought together in an interesting little book entitled "The Gold Treasury of India" all the available material, historical and statistical, available on the point, and arrived at the estimate that the stock of gold which has been under process of accumulation in India during more than twenty-five centuries considerably exceeded 200 crores of rupees in value. A report has now been received by the Council, from the secretary of the Meteorological Council, on the results of an inquiry into the conditions associated with the development and distribution of fog in London and its vicinity, and authorized an expenditure of £250 for the purpose, on the condition that all responsibility for the conduct of the investigation should rest with the Meteorological Council. The object of the inquiry was to obtain more definite forecasts or warnings of the approach of fog. A report has now been received by the Council, from the secretary of the Meteorological Council, on the results of an inquiry into the matter extending over nearly five months. The inquiry was carried out under the direction of Captain Carpenter, R.N. From a summary of the report it appears that there is no evidence of any special connexion between the frequency or intensity of fog and geological conditions, nor does the locality of beginning of fog depend upon geological formation. The well-known circumstance that elevated stations are free from fog than other stations is confirmed. The beginning of a fog seems to be a general process depending upon general atmospheric conditions. The actual locality of fog at any particular time seems to depend upon local atmospheric conditions which require further investigation. There is no evidence tending to show that fog are formed outside and invade or drift into London. The meteorological conditions for the formation of fog are carefully set out. Captain Carpenter says that a regular system of observations of temperature might indicate the possibility of local formation of fog, especially if these were made in the early hours of the morning. The Meteorological Council ask that the London County Council will provide a further £200 to cover the cost of the special reading of thermometers or other instruments. The General Purposes Committee, in reporting upon the matter, state that they do not see their way to recommend the Council to incur any further expenditure for the purpose.

LONDON FOGS.

About a year ago the London County Council decided to concur in a suggestion which had been put forward by the Meteorological Council, that it should assist in the initiation of a special inquiry into the conditions associated with the development and distribution of fog in London and its vicinity.

Under the auspices of the Thames Boating Trade Association an attractive exhibition was held during the first fortnight of March in the Ducal and Princes' Bails, at Earl's Court. The exhibits were very interesting, and afforded the amateur an idea of the amount of money that is expended annually in boats for use on the Thames. The feature of the display, however, was the number of motor launches, and it was to this that Sir Frederick Dixon-Harland, the chairman of the Thames Conservancy Board, specially referred when he informally opened the show in the presence of a distinguished gathering, which included Mr. Hanbury, M.P., Viscount Hayashi (Japanese Ambassador), Mr. W. H. Grenfell, M.P., and Alderman John H. H. Salter. Describing the exhibition, a London contemporary says:

A motor launch 26ft in length is shown by a Portsmouth firm. This, fitted with a three horse-power motor, is priced at £185; while with a four and a half motor the cost rises to £210. "The simplest launch in the world" is the description of another craft, which, with its luxurious fittings, is on sale for £700. In the matter of novelties there is nothing particularly striking, but this is not surprising remembering the high standard of perfection to which the leading boat builders on the Thames have attained. Attention, however, may be directed to one exhibit, which proves the advance made in scull manufacture. A racing scull in 1747 weighed 6lb.; that used nowadays weighs 4lb. The Putney firm showing these specimens also gives the amateur a practical proof of the labour involved in making an ordinary scull. It goes through seven stages before it is ready for use, and while at the outset the wood weighs 33lb. when it is finished it scales only 8lb. Another firm shows how a "tub" is constructed, the work being conducted in view of the visitors.

The P. & O. steamer *Shanghai* left Singapore for this port on the 31st ult., at 10 a.m.

The steamer *Catherine Apco*, from Calcutta, left Singapore for this port on Tuesday after-

noon. The "Mogul" Line steamer *Sikhi* left Singapore for this port on the morning of the 31st ult., and may be expected here about the 5th inst.

The H.I.S.N. Co.'s steamer *Iris*, from Rangoon and the Straits, left Singapore for this port on the 31st ult., at 3 p.m.

The P. & O. steamer *Indrapuri*, from Port-land (Or.), arrived at Yokohama yesterday morning, and may be expected here on the 12th inst.

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS.

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Do. do. ...	Qts. 16.50 2.75
Jubilee, do. ...	Qts. 16.50 4.15
Do. do. ...	Qts. 16.50 2.75
Munich, Dark Ale ...	Qts. 17.00 4.25
Do. do. ...	Qts. 17.00 2.85
Blitz, American ...	Qts. 28.00 4.70
Do. do. ...	Qts. 29.00 2.90
Yabisa, Japanese Light ...	Qts. 16.00 2.10
Yabisa, Japanese Dark ...	Qts. 17.00 2.20

STOUT.

IND. COOPE & CO.	DOZ.
Guinness, Boar's Head ...	Qts. 20.00 5.00
Guinness, Boar's Head ...	Qts. 25.00 3.15

H. PRICE & CO.

12, QUEEN'S ROAD.

FOR SALE.

ONE NEW EDISON (LATEST NO. 71) OSCILLATING MIMEOGRAPH, WITH ACCESSORIES.	DOZ.
APPLY TO THE ROBINSON PIANO CO., LTD., HONGKONG, 4th February, 1903.	1427

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

WITH CHAMBER FOR 10 CARTRIDGES FIRING 10 SHOTS IN 2 SECONDS.

SIEMSEN & CO.

Hongkong 3rd October, 1900.

B. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER.

No. 39, WYNDHAM STREET, HONGKONG, WILL BE GLAD TO SEND STAMPS ON APPROVAL TO ANY ADDRESS ON RECEIPT OF SATISFACTORY REFERENCES.

IS ALSO PREPARED TO PURCHASE USED POSTAGE STAMPS IN LARGE OR SMALL QUANTITIES FOR CASH AGENTS WANTED 15 to 25 per cent. DISCOUNT ALLOWED. 5192

CHEONG SHING, GENERAL EXPORTERS.

DRAYERS IN

JEWELRY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY WARES, EMBROIDERIES AND CHINESE CURIOS.

WHOLESALE AND RETAIL. PRICES VERY MODERATE. NO. 39, QUEEN'S ROAD CENTRAL (OPPOSITE MESSRS. C. J. GAGE & CO.). HONGKONG, 16th February, 1903.

NOW ON SALE.

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG KONG LIST FOR THE FAR EAST.

1903.

THE FORTY-FIRST ANNUAL ISSUE.

THE CHRONICLE AND DIRECTORY, ALTHOUGH PRINTED IN SMALL TYPE AS FORMERLY, AND CONDENSED IN EVERY POSSIBLE MANNER, CONTAINS OVER YEAR MORE PAGES.

ROYAL OCEANOGRAPHIC—COMPLETE WITH FOURTEEN MAPS AND PLANS, PP. 1,774, \$20.00. DIRECTORY ONLY PP. 1,172, \$5.00.

JUST PUBLISHED—2nd (REVISED) EDITION.

THE FRENCH IN TONKIN AND SOUTH CHINA.

By ALFRED CUNNINGHAM. Sixty Illustrations and One Map. Price 53.

ON SALE AT LOCAL BOOKSELLERS.

PRESS NOTICES.

"This volume places before the English reader the best description of the Southern French colonies in the Far East that has yet appeared."—SHANGHAI MERCURY.

"Many of us in the Far East have read books on Tonkin, ancient and modern, but a knowledge of things as they are there to-day, of what has been accomplished under M. Denner's administration is far from common."

The author has written what he set out to do, a very readable and accurate sketch of the colony as it is at present. Altogether this is a book to read."—BANGKOK TIMES.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Shanghai* left Singapore for this port on the 31st ult., at 10 a.m.The steamer *Catherine Apco*, from Calcutta, left Singapore for this port on Tuesday after-

noon.

The "Mogul" Line steamer *Sikhi* left Singapore for this port on the morning of the 31st ult., and may be expected here about the 5th inst.The H.I.S.N. Co.'s steamer *Iris*, from Rangoon and the Straits, left Singapore for this port on the 31st ult., at 3 p.m.The P. & O. steamer *Indrapuri*, from Port-land (Or.), arrived at Yokohama yesterday morning, and may be expected here on the 12th inst.

ALFRED CUNNINGHAM, Manager.

Hongkong, 8th December,

NEW ADVERTISEMENTS

WANTED.

BOILER and ENGINE about 20 H.P. for Manufacturing, must be in First-class Condition. Address by letter to "GERMANIA," Care of Daily Press Office. Hongkong, 2nd April, 1903. [1045]

WANTED 6 or 7 BOOMED HOUSE, Furnished preferred, on or before April 10th. Address with terms and full particulars to MANILA. Care of Daily Press Office. Hongkong, 2nd April, 1903. [1047]

TO LET.

"WESTBOURNE VILLA," NORTH BONHAI ROAD. THE EYRIE, PEAK FURNISHED. NO. 1, CAMERON VILLAS, MOUNT KELLETT. Nos. 3, 11, 15 & 18, BELLIOS TERRACE, "BISNEE VILLA," PEAK FURNISHED. Land on sea front Kowloon Marina Lot No. 6, and admirably suited for the storage of coal. For terms and particulars, apply to LINSTEAD & DAVIS. Hongkong, 2nd April, 1903. [1048]

TENDERS

are invited by the Harbour Master at Hongkong for the construction of a Steam Launch complete in all respects with Cabin in fore part, crews quarters in after part, and small shelter house at after end of Cabin skylight.

Speed on trial not less than 10 knots. Cost delivered at Weihaiwei not to exceed £1,500.

Tenders with specifications, drawings and time required for completing will be received until April 30th, 1903.

Addressed: "TENDER, WEIHAIWEI LAUNCH."

THE HARBOUR MASTER, Hongkong. 2nd April, 1903. [1050]

FOR SALE.

To settle up late owner's estate.

THE British Composite Barque "LUCIA," 640 Tons Reg., 1050 Tons D. W. now lying in Hongkong Harbour and open for inspection.

Vessel has just undergone annual overhaul, and is ready for sea.

For Further Particulars, apply to— Captain A. R. ANDERSEN, on board; or WM. DUNBAR, Agent.

12, Beaconsfield Arcade. Hongkong, 2nd April, 1903. [1044]

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIBERS are hereby notified that all Telephone Rentals and other Subscriptions, as at present payable to this Company, will be increased by 25 per cent as from the first day of July, 1903.

W. STUART HARRISON, Manager.

Hongkong, 2nd April, 1903. [1043]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for account of the CONCERNED,

on

SATURDAY, the 4th April, 1903, at 2.30 P.M., at his SALES ROOMS, No. 8, Des Vœux Road, Corner of Ice House Street.

A Fine and Choice Collection of JAPANESE CURIOS, Comprising—

SILK EMBROIDERED SCREENS, GOLD and BLACK LACQUERED WARE, OLD SATSUMA VASES, BOWLS, and PLATES, IVORY INLAID PANELS, CABINETS, KAKEMONOS, CLOISONNE WARE, IVORY CARVINGS, OLD BRONZES, TEA SETS, JAPANESE PICTURES and OIL PAINTINGS, &c.

Also

2 POSTAGE STAMP ALBUMS with about 1,500 ASSORTED STAMPS each.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 2nd April, 1903. [1043]

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to Sell by Public Auction.

on

WEDNESDAY, the 15th April, 1903, at their OFFICES in Ice House Street, at 3 P.M.

THE VALUABLE LEASEHOLD PROPERTY,

known and registered in the Land Office as SECTIONS D & E AND THE REMAINING PORTION OF INLAND LOT NO. 704.

with the premises on the said Remaining Portion of Inland Lot No. 704, now known as Fernside, Robinson Road.

The property will be sold in 3 lots particulars whereof are as follows—

Lot No. 1. The Remaining Portion of Inland Lot No. 704 with the premises thereon now known as Fernside, Robinson Road. With and subject to certain rights of way. Crown Lease term: 999 years. Area: 14,985 square feet; Crown rent of whole Lot: \$36. Proportion of Crown rent: \$10.06.

Lot No. 2. Section D of Inland Lot No. 704. With a certain right of way. Area: 7,020 square feet. Proportion of Crown rent: \$4.70.

Lot No. 3. Section E of Inland Lot No. 704. With a certain right of way. Area: 6,778 square feet. Proportion of Crown Rent: \$3.54.

For further Particulars and Conditions of Sale apply to—

THE AUCTIONEERS,

Messrs. DEACON & HASTINGS, 10, Queen's Road Central, Solicitors for the Vendors.

Hongkong, 2nd April, 1903. [1049]

THE HONGKONG DAIRY.

THE TOWN DEPOT was OPENED on WEDNESDAY, the 1st APRIL, G. W. GEGG, Manager.

Hongkong, 1st April, 1903. [1036]

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI THE Company's Steamship.

"HAILOONG."

Captain Gibson, will be despatched for the above ports on SATURDAY, the 4th inst., at 5 P.M.

For Freight or Passage, apply to

DOUGLAS LA PRAIA & CO., General Managers.

Hongkong, 1st April, 1903. [1041]

FOR SINGAPORE, RANGOON AND MOULMAIN.

THE N.D.L. Steamship.

"FREIBURG."

Captain Prosch, will be despatched for the above ports on WEDNESDAY, the 8th inst., at DAYLIGHT.

For Freight, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 2nd April, 1903. [1042]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

TO-MORROW (FRIDAY),

the 3rd April, 1903, at 2.30 P.M., at his SALES ROOMS, Queen's Road.

THE STOCK-IN-TRADE of Mr. I. NAKAZAWA'S JAPANESE CURIOS SHOP, No. 11, Beaconsfield Arcade.

Comprising—

OLD and MODERN SATSUMA, MUKUZA, KANGA and CHOISONNE, BRONZES, LACQUERED WARE, &c.

OIL PAINTED PANELS, INLAID CABINETS;

&c., &c., &c.

Catalogues will be issued.

TERMS OF SALE:—At Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 1st April, 1903. [1024]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

SATURDAY,

the 4th April, 1903, at 2.30 P.M., at his SALES ROOMS, Duddell Street,

(FOR ACCOUNT OF THE CONCERNED),

A QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE,

Comprising—

WARDROBES, TOILET TABLES,

WASHSTANDS, BEDSTEADS, SIDE-

BOARD, DINING TABLE and CHAIRS,

DINER WAGGON, OVERMANTELS,

BOOKCASE, TAPESTRY-COVERED

CHAIRS, TABLES, LACE CURTAINS,

GLASS and CROCKERY-WARE CUT-

LERY, &c., &c.

On view from Friday, the 3rd April.

Catalogues will be issued.

TERMS:—Cash on delivery.

GEO. F. LAMMERT, Auctioneer.

Hongkong, 31st March, 1903. [1005]

PUBLIC COMPANY

THE CHINA BORNEO COMPANY, LIMITED (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN in pursuance of Section 130 of the Companies Ordinance 1885 that a GENERAL MEETING of the Members of the above-named Company will be held at No. 4, QUEEN'S BUILDINGS, Victoria, in the Colony of Hongkong, on THURSDAY, the ninth day of APRIL, 1903, at 12 o'clock NOON, for the purpose of having an account laid before them, showing the manner in which the winding-up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by Extraordinary Resolution how the balance of the 25,000 fully-paid up shares of the new Company to be allotted to the shareholders of this Company, being the fractional shares of such 25,000 shares, shall be dealt with and the manner in which the books, accounts and documents of the Company and of the Liquidators thereof shall be disposed of.

Dated the 6th day of March, 1903.

A. G. WOOD,

C. S. SHARP,

J. WHEELEY,

Liquidators.

Witness to the signatures of Alexander George Wood, Charles Stewart Sharp, and John Thomas Martin Wheeley.

JOHN HAYS,

Solicitor, Hongkong.

755]

PAINTING.

LESSONS given in PAINTING by an experienced Artist.

Apply to—

X. 100,

Care of Daily Press Office.

Hongkong, 25th March, 1903. [253]

AN OPPORTUNITY FOR AMERICAN AND EUROPEAN ENTERPRISE IN PROGRESSIVE HONGKONG.

THE QUEEN'S HOTEL,

situate at Kowloon, within a few minutes' walk of the principal landing stages of the

SECOND SEAPORT IN THE WORLD,

and on the Trunk Road of the Projected

HONGKONG-CANTON-RAILWAY,

is FOR LEASE ON

VERY EASY TERMS,

owing to Proprietor having to leave the Colony.

The Elite Establishment, patronised by the

residents of Hongkong and Kowloon, and by the

Shipping Community calling at this Far

Eastern entrepot of trade.

An exceptionally large and showy building,

capable of extension, with large pieces of vacant land adjoining.

Bounded by main roads leading to the Docks and Warehouses.

The Establishment has been conducted as a

First-Class Hotel and is a profitable investment.

It is capable of still larger returns if management is taken over by person devoting exclusive

attention to the business.

THE AUCTIONEERS,

or to

Messrs. DEACON & HASTINGS,

10, Queen's Road Central,

Solicitors for the Vendors.

Hongkong, 2nd April, 1903. [1049]

THE HONGKONG DAIRY.

THE TOWN DEPOT was OPENED

on WEDNESDAY, the 1st APRIL,

G. W. GEGG,

Manager.

Hongkong, 1st April, 1903. [1036]

HONGKONG
BUSINESS DIRECTORY.

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1889.
Every Household Requirement. Depot for
Eastman's Kodak Films and Accessories.
1/2, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters. Teakwood Furniture. Black
wood. Jewellery, &c. Highest grade
best and cheapest. 3, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo

PHOTOGRAPHY

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos
Views of China and Manila. Work
done for Amateurs; No. 64, Queen's
Road Central.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors. Sailmakers, Provision
and Coal Merchants. Sole Agents for
Hartmann's Bahien's Genuine Com-
position Red Hand Brand.

BISMARCK & CO.
Navy Contractors. Ship Chandlers,
Provision and Coal Merchants. Sail
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers. Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers'
Tools, Brass and Iron Merchants
144, Des Vaux Road.

MORE & SELIMUND.
25 and 26, Connaught Road Central.
Shipchandlers, Sailmakers, Engineers'
Commission Agents and General
Storekeepers. Sole Agents for
Shipowers Compositon Grey
Lead Brand, and Blundell
Spence & Co's Composition.

WATCHMAKERS

DEZ & CO.
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

EXCURSION TO MACAO.

ON 5TH APRIL, 1903.
(PALM SUNDAY).

THE SS. "WINGCHAI" will leave her
usual Wharf (opposite the Central Market)
for Macao at 9 A.M. sharp.
She will return from Macao at 9 P.M. sharp.
Meals and Refreshments can be obtained on
board ship.

Tickets \$2 (return), obtainable on Board.
Hongkong, 1st April, 1903. [1034]

CHINESE IMPERIAL GOVERNMENT

7 PER CENT.

SILVER LOAN OF 1886, E.

33D. HALF-YEARLY DRAWING.

INTEREST DUE and DRAWN BONDS
of this LOAN will be PAYABLE at the
Offices of the Corporation on or after the 31st
MARCH, 1903.

List of Drawn Bonds can be obtained on
application to the undersigned.
For the HONG KONG & SHANGHAI
BANKING CORPORATION,
Agents issuing the Loan,
J. B. M. SMITH
Chief Manager.

Hongkong, 31st March, 1903. [399]

CARBOLINEUM-AVENARIUS
USED FOR OVER 25 YEARS.

Throughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus,
Rot, and Dampness.

LUTGENS, EINSTMANN & CO.
Sole Agents for China.
Hongkong, 1st July, 1903. [34]

BROWN, JONES & CO.
MONUMENTAL AND ORNAMENTAL
MASONS.

Have on View and for Sale at their
Marble Yard.

ITALIAN MARBLE

Statuary Figures, Angels alongside Crosses
Obelisks, Columns, Rustic and Plain Crosses
and Headstones; also

AMERICAN MARBLE

Crosses, Columns and Headstones; and

ABERDEEN GRANITE

Crosses and Headstones
For adults and children's graves.

CEMETERY MEMORIALS

Made to any design in Italian and American
Marble and Hongkong Grey and
Blue Granite.

Special attention paid to
LETTERING IN ANY STYLE OR
LANGUAGE.

in imperishable lead, lead cement, gold, or black

All work and material guaranteed to be the
best and most durable.

Prices to suit the times.

Designs on application.

Orders from importers carefully and promptly
executed.

Office—No. 12A, Queen's Road Central, 1st
Floor. Marble Yard—No. 18, Morrison Hill
Road, Hongkong.

Hongkong, 9th January, 1903. [2462]

NOTICES OF FIRMS

CHINA COMMERCIAL STEAMSHIP
COMPANY LIMITED.

THE OFFICES of the above Company have
been OPENED at No. 35, QUEEN'S
ROAD, CENTRAL, 2ND FLOOR.
Hongkong, 21st May, 1903. [1924]

THE HONGKONG AND KOWLOON
WHARF AND GODOWN CO. LTD.

NOTICE.

DURING my temporary absence from the
Colony, Mr. R. J. MACGOWAN will
act as SECRETARY of the above Company.
By Order of the Board of Directors,
EDWARD OSBORNE,
Secretary.

Hongkong, 28th March, 1903. [1991]

THE "STAR" FERRY COMPANY.
LIMITED.

NOTICE.

DURING my temporary absence from the
Colony, Mr. R. J. MACGOWAN will
act as SECRETARY of the above Company.
By Order of the Board of Directors,
EDWARD OSBORNE,
Secretary.

Hongkong, 26th March, 1903. [1908]

NOTICE.

M. B. WILHELM SCHMIDT has been
authorised to sign our Firm for
Procuration from this date.

JENSEN & CO.

Hongkong, 30th March, 1903. [1008]

NOTICE.

DURING my absence from the Colony
until further notice, Mr. DONALD
MACDONALD, Engineer Surveyor for
Varitas will conduct the business of the Bureau
Varitas in Hongkong from the 1st of April.

G. C. ANDERSON,
Surveyor for Varitas.

Hongkong, 31st March, 1903. [1001]

NOTICE.

M. B. JOSE MIGUEL ALVES has this
day been admitted a PARTNER in our
Firm.

L. M. ALVARES & CO.

Hongkong, 1st April, 1903. [1026]

NOTICE.

We have authorised Mr. O. I. ELLIS
to sign our Firm and Mr. ALBERT
RAYMOND to sign same for Procuration
from this date.

S. J. DAVID & CO.

Hongkong, 1st April, 1903. [1027]

NOTICE.

BOY WRITER wanted, 15 to 17, with
good knowledge of English.

OFFICER IN CHARGE OF ACCOUNTS,
NAVAL YARD.

Hongkong, 30th March, 1903. [1003]

WANTED.

GENTLEMAN (Single) requires FUR-
NISHED BEDROOM in Peak District
or Kowloon. Peak preferred. Or would join
a Mess.

Apply to—

H. M.
Care of Daily Press Office.

Hongkong, 30th March, 1903. [1005]

WANTED.

TEACHER OF SPANISH.

Address— SPANISH.
Care of Daily Press Office.

Hongkong, 27th March, 1903. [1070]

WANTED AT ONCE.

DOCTORS for Coasting Steamers, with
European or British Colonial Diplomas.

Apply to—

NOBBEDEUTSCHE LLOYD,
3, Queen's Building,
Top Floor.

Hongkong, 27th March, 1903. [1075]

WANTED.

FOR the International Settlement of
Kulangsu, Amoy. Competent Man to
act as SECRETARY and SUPERINTEND-
ENT OF POLICE. Preference will be given
to a man with some knowledge of Sanitary
Engineering. Salary \$400 per month. There
would be no objection to his accepting outside
work provided the same would not interfere
with his duties. The selected candidate must
pass a Medical Examination.

Apply to—

W. S. OER,
Chairman, Kulangsu Municipal Council.

Amoy, 19th March, 1903. [936]

WANTED.

INSTITUTION OF ENGINEERS AND
SHIPBUILDERS OF HONGKONG.

WANTED a MANAGER for above
Institution.

Apply to—

HON. SECRETARY.

Hongkong, 21st March, 1903. [927]

SITUATION WANTED.

YOUNG ENGLISHMAN (25-31 years
old) East, conversant with German
and French and Booking. desires position in
any capacity with firm of good standing.

Apply by letter to—

C. L.
Care of Daily Press Office.

Hongkong, 1st April, 1903. [1029]

WANTED AT ONCE.

MASTER for ANGLO-CHINESE
DISTRICT SCHOOL. Salary \$60
to \$70 a month.

Also PROBATIONER on \$15 a month.

Apply to undersigned—

EDWARD A. IRVING,
Inspector of Schools.

Hongkong, 1st April, 1903. [1030]

LARGEST SALE OF ANY DENTIFRICE.

NOTICES OF FIRMS
THE WORKING OF THE INDIAN
CURRENCY SYSTEM.

(From The States of 14th February.)
It is very nearly 10 years now since the
Indian mints were closed, and it may be worth
while to enquire in some detail into the way in
which the new system is working. It would
have been premature, perhaps, to have raised
the question while the Administration was
forcing the value of the rupee up to 1s. 4d.
It would undoubtedly have been unfair to
criticise the Government too keenly during
the recent period of famine. But happily
India has now emerged from the famine
period, and has entered, we trust, upon a
new period of prosperity. The crops are
all good, and business is active. Such of
our readers as take an interest in matters
of this kind we are here dealing with are
aware that the India Council has been sell-
ing its drafts exceedingly well of late. Last
week, for instance, it offered as many as 80 lacs,
and this week it offered 85 lacs, and it sold the
whole on both occasions on very good terms.

That means that there is a very strong demand
for remittance to India from this country. The
rice crop of Burma, unfortunately, is not as
good as that of 12 months ago; but it is a very
good crop for all that, and it is being bought
eagerly, both for Europe and for Japan. Cotton,
likewise, is being exported well and largely.
And the expectation is that the trade in wheat
will likewise be brisk. In short, business is
active, and there are good grounds for hoping
that a new period of prolonged prosperity is
settling in. The influence of the active trade
now going on upon the Money market is note-
worthy, and it affords an instructive com-
mentary upon the policy of those who revolutionised
the Indian currency system, with a success
which they and their successors are never tired
of boasting of. Formerly, when exports were
large silver was shipped to India in payment,
and being sent directly to the mints, it
augmented the currency rapidly. But now
the Government may put off buying the metal,
in the hope that once the active trade season is
over some of the rupees that are now going out
to the interior will flow back again. But if
the drain goes on, and the reserve of rupees
falls below 10 crores (10 crores=1,000 lacs)
clearly it will be the duty of the Govern-
ment to make preparations for replenishing
the reserve. It seems, therefore, reasonably
certain that before very long the Indian
Government will have to go into the market to
buy silver. Whether it will do so before the
end of the present active season nobody can yet
say, but that it will have to do so before the
present year comes to an end is extremely prob-
able. It is scarcely credible, indeed, that the
Government will repeat the error it committed
a few years ago, and allow its reserve of rupees
to fall so low that it will have to rush into the
market in a kind of panic to buy. It will be
seen from the above that the main arguments
put forward for closing the mints have been
proved utterly wrong by experience; and it is
also clear from the foregoing that India remains
a silver-using country, only that the people are
put to all kinds of annoyances and trouble to
get the money they require, whereas formerly
it was supplied to them easily and almost
automatically.

We referred above to the very large amount
of gold which is being imported from Australia.
And this gold is imported for the purpose of
getting rupees out of the Treasury. At present
the reserve of rupees is only about 11 crores.
If the drain goes on as it is going on now, the
reserve will probably soon run down to a figure
when the Government will think it necessary
to buy silver. If the drain should not continue,
the Government may put off buying the metal,
in the hope that once the active trade season is
over some of the rupees that are now going out
to the interior will flow back again. But if
the drain goes on, and the reserve of rupees
falls below 10 crores (10 crores=1,000 lacs)
clearly it will be the duty of the Govern-
ment to make preparations for replenishing
the reserve. It seems, therefore, reasonably
certain that before very long the Indian
Government will have to go into the market to
buy silver. Whether it will do so before the
end of the present active season nobody can yet
say, but that it will have to do so before the
present year comes to an end is extremely prob-
able. It is scarcely credible, indeed, that the
Government will repeat the error it committed
a few years ago, and allow its reserve of rupees
to fall so low that it will have to rush into the
market in a kind of panic to buy. It will be
seen from the above that the main arguments
put forward for closing the mints have been
proved utterly wrong by experience; and it is
also clear from the foregoing that India remains
a silver-using country, only that the people are
put to all kinds of annoyances and trouble to
get the money they require, whereas formerly
it was supplied to them easily and almost
automatically.

No SUBSTITUTE WANTED.

No! I did not ask for a bottle any cheaper, or
twice as large, or one made by yourselves. I
did ask for and will not have any substitute for
Perry Davis' Painkiller. I have used it, my
father used it and I would not be surprised if
my grandparents did so too; there is no imitation
that can equal it. That I am sure of

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong B, midway between Hongkong and Kowloon C, and those vessels berthed at the Kowloon Wharf, i.e., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & B.R.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	CANDIA	Brit. str.	2 m.	E. G. Andrews	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, &c., VIA PORTS OF CALL	OHUGAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON & ANTWERP	GILGUCUS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 14th inst.
LONDON	DECALON	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 23rd inst.
LONDON	JASON	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 12th May.
LONDON	CALCHAS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 26th May.
LIVERPOOL VIA MARESIELES	PINGSBURY	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 28th inst.
MARESIELES, LONDON & ANTWERP V. SPORE, &c.	PATROCULUS	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 25th May.
MARESIELES, LONDON & ANTWERP V. SPORE, &c.	KAMAKURA MARU	Jap. str.	2 m.		MESSAGERIES MARITIMES	On 4th inst., at Daylight.
BREMEN, VIA PORTS OF CALL	SYDNEY	Fren. str.	2 m.		NIPPON YUSEN KAISHA	On 7th inst., at 11 A.M.
HAVRE & HAMBURG	INABA MARU	Jap. str.	2 m.		MELCHIES & CO.	On 18th inst., at Daylight.
HAVRE & HAMBURG	SACHSEN	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 15th inst., at Noon.
HAVRE & HAMBURG	KOMISBERG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 10th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 21st inst.
HAVRE & HAMBURG	SEEBIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 5th May.
HAVRE & HAMBURG	SATORIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 18th May.
HAVRE & HAMBURG	SEGOYA	Brit. str.	2 m.		DODWELL & CO., LTD.	On 2nd June.
NEW YORK, VIA PORTS & SUEZ CANAL	RICHMOND CASTLE	Brit. str.	2 m.		DODWELL & CO., LTD.	Aboard 20th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	PENBROKESHIRE	Brit. str.	2 m.		SHEWAN, TOME & CO.	On or about 15th May.
DALNY, PORT ARTITUR & VLADIVOSTOCK	KITAI	Rus. str.	2 m.		MELCHIES & CO.	Quick despatch.
MANZANILLO, MEXICO & SAN FRANCISCO, &c.	ATHOLL	Brit. str.	2 m.		TO-DAY, at Noon.	To-day, at Noon.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.		ON 22D INST., at Noon.	On 22d inst., at Noon.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TATAR	Brit. str.	2 m.		ON 6TH MAY.	On 6th May.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TOBA MARU	Jap. str.	2 m.		ON 7TH INST., at 4 P.M.	On 7th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.	OLYMPIA	Brit. str.	2 m.		ON 8TH INST.	On 8th inst.
PORTLAND, OREGON	KREMLIN	Jap. str.	2 m.		ON 18TH INST.	On 18th inst.
AUSTRALIAN PORTS	KAGA MARU	Jap. str.	2 m.		ON 21ST INST., at 4 P.M.	On 21st inst., at 4 P.M.
AUSTRALIAN PORTS	KAGOSHIMA MARU	Jap. str.	2 m.		ON 20TH INST.	On 20th inst.
KOBE	KINSHU MARU	Jap. str.	2 m.		ON 4TH INST.	On 4th inst.
KOBE & YOKOHAMA	TSINAN	Jap. str.	2 m.		ON 8TH INST.	On 8th inst.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	2 m.		ON 17TH INST.	On 17th inst., at Noon.
SHANGHAI	KANSU	Jap. str.	2 m.		ON 17TH INST.	On 17th inst., at 4 P.M.
SHANGHAI & KOBE	TONKIN	Fren. str.	2 m.		ON 26TH INST.	On 26th inst.
SHANGHAI, KOBE & YOKOHAMA	WUOOGUNG	Brit. str.	2 m.		ON 22ND INST., at Noon.	On 22nd inst., at Noon.
SHANGHAI	YARBA	Fren. str.	2 m.		TO-DAY.	To-day.
SHANGHAI & TAKU	WHAMPOA	Brit. str.	2 m.		TO-DAY, at Noon.	To-day, at Noon.
SHANGHAI	COBOMANDEL	Brit. str.	2 m.		ON 6TH INST.	On 6th inst.
FOOCHOW, VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	1 m.		ON 9TH INST.	On 9th inst., at Noon.
ANPING, VIA SWATOW & AMOY	APING MARU	Jap. str.	1 m.		ON 17TH INST.	On 17th inst., at Noon.
SWATOW, AMOY & TAMSUI	MAIDZURO MARU	Jap. str.	1 m.		ON 17TH INST.	On 17th inst., at 4 P.M.
MANILA	TEALES	Brit. str.	2 h.		ON 26TH INST.	On 26th inst.
MANILA	HAILOONG	Brit. str.	2 m.		ON 22ND INST., at Noon.	On 22nd inst., at Noon.
MANILA	CHINGTU	Brit. str.	2 m.		TO-DAY, at 11 A.M.	To-day, at 11 A.M.
MANILA	LOONGSANG	Brit. str.	2 m.		ON 4TH INST., at 5 P.M.	On 4th inst., at 5 P.M.
MANILA	ZAFIRO	Jap. str.	2 m.		ON 4TH INST.	On 4th inst.
MANILA	ROSETTA MARU	Jap. str.	2 m.		ON 4TH INST.	On 4th inst.
MANILA	EASTERN	Brit. str.	2 m.		ON 4TH INST.	On 4th inst.
MANILA	EUBLI	Brit. str.	2 m.		ON 15TH INST.	On 15th inst.
MANILA	FEERBURG	Brit. str.	2 m.		TO-DAY, at 11 A.M.	To-day, at 11 A.M.
SINGAPORE, RANGOON & MOULMAIN	KUMSANG	Jap. str.	2 m.		ON 4TH INST., at 4 P.M.	On 4th inst., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	PEKIN	Jap. str.	2 m.		ON 4TH INST.	On 4th inst.
BOMBAY, VIA SINGAPORE & COLOMBO	IZUUMI MARU	Jap. str.	2 m.		ON 4TH INST.	On 4th inst.
BOMBAY, VIA SINGAPORE & PENANG	CAPI	Ital. str.	2 m.		ON 4TH INST.	On 4th inst.
BOMBAY, VIA SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	2 m.		ON 4TH INST.	On 4th inst.

SHIPPING.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above port TO-DAY, the 2nd April, at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.

General Managers.

Hongkong, 31st March, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT-POSTE FRANCAIS

FOR SHANGHAI AND KOBE.

THE Company's Steamship

"TONKIN."

Captain Schmitz, will be despatched for the above ports TO-DAY, the 2nd inst., at NOON.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 2nd April, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MANZANILLO, MEXICO AND SAN FRANCISCO VIA MOJI, KOBE AND YOKOHAMA.

April 1, ULARAND, Norwegian str., 1,269, T. Anderson, Manila 29th March, General.

C. E. RAY, April 1, VICKSBURG, U.S. gunboat, 1,160, Blocking, Amoy 31st March.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

1st April.

Carl Diederichsen, German str., for Haiphong, Kintuck, British str., for Singapore.

Kutang, British str., for Yokohama.

Kwangtung, Chinese str., for Canton.

Makong, Chinese str., for Swatow.

Makong, Maru, Japanese str., for Swatow.

Seikoku Maru, Japanese str., for Japan.

Shini Maru, Japanese str., for Canton.

DEPARTURES.

1st April.

CARL DIEDERICHSEN, Ger. str., for Haiphong.

DOUG, British str., for San Francisco.

EMPEROR OF CHINA, British str., for Vancouver.

KUANGCHOU, German str., for Shanghai.

KINTUCK, British str., for London.

KUTANG, British str., for Yokohama.

KWANGTUNG, Chinese str., for Canton.

PRINZ BIRNICH, German str., for Europe.

MADZURO MARU, Japanese str., for Amoy.

SAXONIA, German str., for Yokohama.

SEIKOKU MARU, Japanese str., for Japan.

SHINI MARU, Japanese str., for Canton.

VESSELS IN DOCK.

31st March.

ABERDEEN DOCKS—Steamer.

KOWLOON DOCKS—Kashan, Compania de Filipinas, Sherman, Isla de Cuba, Zafiro, Hyades, U.S.S. Helena, Hadon, Else, Dragon, Hatum, U.S.S. Oregon.

COSMOPOLITAN DOCK—Kunnsang.

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY,

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUARANTEED DOCTORS CARRIED.

BUTTERFIELD & SWINE

AGENTS.

Hongkong, 9th January, 1903.

(28)

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamship—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

1903

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons. WEDNESDAY, 22nd April.

R.M.S. "TAETAR" ... 4,425 Tons. WEDNESDAY, 6th May.

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons. WEDNESDAY, 13th May.

R.M.S. "ATHENIAN" ... 3,882 Tons. WEDNESDAY, 27th May.

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons. WEDNES

OCEAN STEAM SHIP CO., LTD.

AND

CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"JASON"	On 5th April.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th April.
GLASGOW and LIVERPOOL	"KEDUN"	On 16th April.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 23rd April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 30th April.
GLASGOW and LIVERPOOL	"HYSON"	On 9th May.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON AND ANTWERP	"GLAUCUS"	On 14th April.
* LIVERPOOL VIA MARSEILLES	"PINGSUEY"	On 18th April.
LONDON	"DEUCALION"	On 25th April.
LONDON	"JASON"	On 12th May.
* LIVERPOOL VIA GENOA	"PATROCLUS"	On 25th May.
LONDON	"CALCHAS"	On 26th May.

* Taking cargo for Liverpool at London.

Agents.

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TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA	"KEEMUN"	On 18th April.
NAGASAKI, KOBE & YOKOHAMA		
The S.S. "CHINGWO" left Singapore on the 22nd inst., p.m., and is due here on the 3rd April.		
The S.S. "JASON" left Singapore on the 1st inst., a.m., and is expected here on the 5th inst.		
For Freight, apply to		

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd April, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KANSU"	On 2nd April.
MANILA	"CHINGTU"	On 4th April.
PORT DARWIN, THURSDAY	"CHINGTU"	On 4th April.
ISLAND, COOKTOWN, GAIERS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	On 4th April.
SHANGHAI	"WOOSONG"	On 6th April.
SHANGHAI	"WHAMFOA"	On 8th April.
KOBE AND YOKOHAMA	"ISINAN"	On 26th April.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
Taking cargo on through bills of lading to all Yangtze and Northern China Ports.		
Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

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Hongkong, 31st March, 1903.

TOYO KISEN KAISHA
MANILA
LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
"ROSETTA MARU"	N. Tato	5276	Saturday, 4th April, at 11 A.M.
"ROHILIA MARU"	E. P. Bishop	3869	Friday, 10th April, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

E. NAKASHIMA, Manager.

Hongkong, 1st April, 1903.

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OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR

TAMSUI, VIA SWATOW, "DAIGI MARU" STEAMERS LEAVING

AND AMOY "DAIJIN MARU" SUNDAY, 5th APRIL.

TAMSUI, VIA SWATOW, "DAIJIN MARU" BUNDAY, 12th APRIL.

FOOCHOW, VIA SWATOW, "ANPING MARU" WEDNESDAY, 8th APRIL.

AND AMOY "L. Goto" APRIL.

ANPING, VIA SWATOW, "MAIDZURU MARU" WEDNESDAY, 15th APRIL.

AND AMOY The Co.'s new Steamers are specially designed for the coast trade of South China and

Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the

Government Marine Surveyors, and are registered the highest class of Lloyd's.

Steamers will go alongside the Co.'s Piers, at the Customs water front premises at

Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for cargo to Yangtze

River Ports, as well as for North China Ports, in connection with the Nippon Kisen Kaisha's

Steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at

No. 2, Des Vaux Road Central.

Hongkong, 2nd April, 1903.

T. ARIMA, Manager.

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T. ARIMA, Manager.

Hongkong, 2nd April, 1903.

POST OFFICE NOTICES.

The *Siberia*, with the American Mail of the 11th ult., left Yokohama on Monday, the 30th ult., and may be expected here on or about Tuesday, the 7th April.

The *Yarra*, with the French Mail of the 6th ult., left Singapore on Tuesday, the 31st ult., at 7 a.m., and may be expected here on or about Thursday, the 7th April. This *Packet* brings replies to letters despatched from Hongkong on the 31st January.

MAILS WILL CLOSE.

FROM	TO	DATE
Canton	Hongkong	Thursday, 2nd, 7.30 A.M.
Mojo	Hongkong	Thursday, 2nd, 8.10 A.M.
Swatow	Hongkong	Thursday, 2nd, 10.00 A.M.
SHANGHAI	Hongkong	Thursday, 2nd, 11.00 A.M.
Mojo, Kobe, Yokohama, Manzanillo, and San Francisco	Hongkong	Thursday, 2nd, 11.00 A.M.
Shanghai	Hongkong	Thursday, 2nd, 11.00 A.M.
Macao	Hongkong	Thursday, 2nd, 1.15 P.M.
Singapore, Penang and Rangoon	Hongkong	Thursday, 2nd, 2.00 P.M.
Shanghai	Hongkong	Thursday, 2nd, 4.00 P.M.
Kamtschatka	Hongkong	Thursday, 2nd, 5.00 P.M.
Powai	Hongkong	Thursday, 3rd, 8.00 A.M.
Tailei	Hongkong	Friday, 3rd, 9.00 A.M.
Taichiu	Hongkong	Friday, 3rd, 11.00 A.M.
Quang Chow, Hoihow, Pakhoi, and Haiphong	Hongkong	Friday, 3rd, 11.00 A.M.
Singapore	Hongkong	Friday, 3rd, 11.00 A.M.
Bangkok	Hongkong	Friday, 3rd, 11.00 A.M.
Swatow, Chefoo and Tientsin	Hongkong	Friday, 3rd, 11.00 A.M.
Hongay	Hongkong	Friday, 3rd, 11.00 A.M.
Manila	Hongkong	Friday, 3rd, 11.00 A.M.
Manila	Hongkong	Saturday, 4th, 10.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Saturday, 4th, 10.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Sunday, 5th, 4.00 P.M.
Singapore, Rangoon and Mouhnein	Hongkong	Tuesday, 7th, 9.00 A.M.

EUROPE, &c., India via Tunicorin. (Late Letters 9.10 to 9.30 A.M. Extra Postage 10 cents) [246]

Singapore, Penang and Calcutta	
Shanghai, Mojo, Kobe, Yokohama, Victoria, B.C., and Seattle Wash.	
Mojo, Kobe, Yokohama, Victoria, B.C., and Tacoma	
Shanghai	
Manila	
Singapore, Penang and Bombay	

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU AND SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) [246]

TO-MORROW. Sale, Stock-in-Trade, Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

1st April.

On LONDON.—	Teleggraphic Transfer	17/1
Bank Bills, on demand	17/2	
Bank Bills, at 30 days' sight	17/3	
Bank Bills, at 4 months' sight	17/4	
Credits, at 4 months' sight	17/4	
Documentary Bills, 4 months' sight	17/4	

On PARIS.—

Bank Bills, on demand

202/4

Credits, at 4 months' sight

208/4

On GERMANY.—

On demand

165

On NEW YORK.—

Bank Bills, on demand

39/4

Credits, 60 days' sight

40

On HONOLULU.—

Telegraphic Transfer

120/2

Bank, on demand

120/2

On CALCUTTA.—

Telegraphic Transfer

120/2

Bank, on demand

120/2

On SHANGHAI.—

Bank, at sight

73/4

Private, 30 days' sight

74

On YOKOHAMA.—

On demand

73/4

On MANILA.—

On demand

1 p.c. p.m.

On SINGAPORE.—

On demand

Nominal

On BATAVIA.—

On demand

97/4

On HONGKONG.—

On demand

94 p.c. p.m.

On SAIGON.—

On demand

2 p.c. p.m.

On BANGKOK.—

On demand

60/4

On VERGONIA, Bank's Buying Rate

\$12.35

Gold LEAF, 100 fine, per tael

\$6.475

1 p. SILVER, per oz.

2/4

OPTUM.

1st April.

Quotations are:— Allow 20% to 1 catty.

Malwa New to 1 catty per pialu

\$160/0 to \$160/0

Malwa Old to 1 catty

\$1150/0 to \$1150/0

Malwa Y. Old to 1 catty

\$1160/0 to \$1160/0

Persian fine quality

\$780/0 to —

Persian extra fine

— to —

Patna New

\$1070/0 to —

Patna Old

— to —

Banaras New

\$1660/0 to —

Banaras Old

— to —

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. steamer *Siberia* left Yokohama for this port, via Inland Sea, &c., on the 30th ult., and may be expected here on or about Tuesday, the 7th April.

The T.K.K. steamer *America Maru* left San Francisco for this port, via Honolulu, &c., on the 27th ult.

THE FRENCH MAIL.

The M.M. steamer *Yarra* will leave Singapore to-day, at 7 a.m., for this port via Saigon.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of India* left Vancouver for Hongkong, via usual ports of call, on the 24th ult., a.m.

THE INDIAN MAIL.

The steamer *Catherine Apoor*, from Calcutta, left Singapore for this port on the 31st ult., p.m.

The Indo-China steamer *Nanfang*, left Culcutta for this port, via the Straits, on the 25th ult., and may be expected here on the 11th inst.

MERCHANT STEAMERS.

The H.A.L. steamer *Serbia*, from Hamburg, left Singapore for this port on the 26th ult., p.m.

The M.M. steamer *Temara* left Saigon on the 29th ult., p.m., for this port.

The N.Y.K. steamer *Kanamaru Maru* (European line) left Shanghai for this port on the 30th ult., midnight, and is expected here to-day.

The "Shire" Line steamer *Finsthwaite* left Singapore for this port at 11 a.m., on the 27th ult., and is expected here to-morrow.

The N.G.L. steamer *Ceylon* left Singapore for this port on the 28th ult., and may be expected here on the 4th inst.

The P.O. steamer *Shangha* left Singapore for this port on the 31st ult., at 10 a.m.

The "Mogul" Line steamer *Silk* left Singapore for this port on the 31st ult., a.m., and may be expected here about the 6th inst.

POST OFFICE NOTICES.

JOINT STOCK SHARES.

Hongkong, 1st April.

COMPANY PAID UP QUOTATIONS.

Hongkong & Shaf. \$125/0 100, buyers

Natl. Bank of China 23/0 25, buyers

Bell's Asbestos E. A. 21/0 24, buyers

Campbell, Moore & Co. 10/0 24, sales

China Horne Co., Ltd. 12/0 27

China Light & Power Co. 20/0 30

China Prov. L. & M. 30/0 30, sellers

China Sugar 100/0 300, buyers

Atharba, Ltd. 300/0 300, sellers

Philippine Tobacco Trust Co., Ltd. 30/0 36, sales

Cotton Mills 100/0 38, sales

Ewo International 100/0 38, sales

Lao Hwang Mow 100/0 40

Sooyee 100/0 40

Hongkong 100/0 40

Dairy Farm 100/0 47, sellers

Fenwick & Co., Geo. 100/0 47, buyers

Green Island Cement 100/0 52, sales

H. & C. Bakery 100/0 50, sellers

Hongkong & C. Gas 100/0 50, buyers

Hongkong Electric 100/0 57, buyers

H. H. L. Trimmers 100/0 57, buyers

Steam Water-boat Co. 100/0 57,